

7-9-1981

Meeting Notes 1981-07-09

Joint Policy Advisory Committee on Transportation

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METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

A G E N D A

JOINT POLICY ADVISORY
COMMITTEE ON TRANSPORTATION

Date: July 9, 1981

Day: Thursday

Time: 7:30 a.m.

Place: Metro Conference Room A1/A2

- *1. AUTHORIZING FEDERAL FUNDS FOR A 16(b)(2) SPECIAL TRANSPORTATION PROJECT - APPROVAL REQUESTED - Bill Pettis.
- *2. FINDING THE CLACKAMAS TOWN CENTER AREA TRANSPORTATION PLAN CONSISTENT WITH THE TRANSPORTATION SYSTEMS PLANNING PROCESS AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM - APPROVAL REQUESTED - Andrew Cotugno.
- *3. AMENDING THE FY 1981 TRANSPORTATION IMPROVEMENT PROGRAM TO AUTHORIZE USE BY TRI-MET OF FEDERAL AID URBAN (FAU) FUNDS FOR THE CLACKAMAS TOWN CENTER PROJECT IN EXCHANGE FOR INTERSTATE TRANSFER FUNDS AND AUTHORIZING THE TRANSFER OF FAU FUNDS FROM FHWA TO UMTA - APPROVAL REQUESTED - Andrew Cotugno.
4. REPORT ON THE STATUS OF INTERSTATE COORDINATION WITH CLARK COUNTY - INFORMATION - Andrew Cotugno.
- *5. JPACT RESOLUTION OF APPRECIATION TO SENATOR MARK HATFIELD AND CONGRESSMAN LES AUCOIN FOR EFFORTS ON BEHALF OF REGION IN INTERSTATE TRANSFER FUNDING - INFORMATION.
- *6. AMENDING THE INTERIM TRANSPORTATION PLAN (ITP), THE FUNCTIONAL CLASSIFICATION SYSTEM, AND THE FEDERAL AID URBAN SYSTEM (FAUS) - APPROVAL REQUESTED - Bill Pettis.

*Material Enclosed.

MEETING REPORT

DATE OF MEETING: June 11, 1981

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Charlie Williamson, Ernie Bonner, Dennis Buchanan (alt.), Robert Schumacher, Al Myers, Bob Bothman, Mildred Schwab, Jim Fisher, Ed Ferguson, Larry Cole, and John Frewing

Guests: Winston Kurth, Rick Walker, Sarah Salazar, Bebe Rucker, Ted Spence, Steve Lockwood, Steve Dotterer, Gilbert Mallery, David Peach, Martin Nizlek, Larry Rice, Bob O'Brien, Lee Hames, and Paul Bay

Staff: Rick Gustafson, Andrew Cotugno, Bill Pettis, Steve Siegel, Ellen Duke, Peg Henwood, Richard Brandman, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. ENDORISING PROJECT PRIORITIES USING SUPPLEMENTARY INTERSTATE TRANSFER FUNDS EXPECTED FOR FY 1981

Andy Cotugno announced that \$15 million of supplemental Interstate Transfer funds had been appropriated, of which Portland can expect \$12.6 million. He related that this supplemental list of projects modifies the original Priority II list which was adopted in February (which included approximately \$10 million of projects). He then reviewed the recommended Priority II project list as well as the Contingency I and II back-up projects, as outlined on Exhibit A of the Resolution. He emphasized that this Resolution provides priority commitment to the first list but provides back-up projects in the event of slippage. On August 1, ODOT will make a determination on whether or not these projects are still on schedule and, should slippage occur, will see that money is freed up for substitute back-up projects. The money must be obligated to the Federal Government by September 30, and the August 1st deadline will enable ODOT enough lead time to meet that deadline.

Action Taken: It was moved and seconded to approve the Resolution endorsing project priorities using supplementary Interstate Transfer funds expected for FY 1981 with the following addition:

"3. That this action does not commit the Metro Council to any priorities for future Interstate Transfer funding."

Motion CARRIED.

Andy indicated that the supplemental appropriation included \$8.9 million of Section 3 funds for the Banfield in addition to the \$15 million of supplemental Interstate Transfer funds. In this regard, Mayor Myers moved to pass a Resolution in appreciation of Senator Hatfield and Congressman AuCoin's efforts on this region's highway and Interstate Transfer funding. Motion was seconded and CARRIED.

2. STAFF RECOMMENDATION REGARDING CLARK COUNTY'S REQUEST FOR INTER-STATE TRANSFER FUNDING

Andrew Cotugno reviewed staff's recommendation in response to Clark County's request to JPACT for Interstate Transfer funding. He indicated that two major items were included in the recommendation, the first formally rejecting the Clark County request, but the second setting forth the need to establish priorities on a bi-state basis.

Following review of the staff recommendation by Andy Cotugno, Commissioner Veysey related that it is Clark County's wish to be an active part of the Metro group and that a Bi-State Committee be formed with the objective of looking into possible funding sources for transportation projects identified by the Bi-State Task Force within a given time frame. Andy pointed out the need to have a sound agreement between Metro and Clark County RPC on the charge and organization of such a committee before formally being initiated. Ernie Bonner added that discussions are going on at the present time regarding the establishment of a Bi-State Coordinating Committee that would have broad responsibilities.

Action Taken: Andrew Cotugno was asked by the Committee to further pursue this matter and report back at the next JPACT meeting with a status report.

3. UPDATE ON INTERSTATE TRANSFER FEDERAL LOBBYING EFFORT

Andrew Cotugno related that it is anticipated that an agreement may soon be reached with the Federal Government on the Interstate Transfer issue. He explained that Congress is going through its FY 82 appropriations process, and we are awaiting feedback as to what level of appropriations will be provided this region. He indicated that two different strategies are being approached since we need to ask for a larger provision from the Administration, anticipating the allocation will be cut about one-third, while our dealings with Congress must represent credible figures. The demand for FY 82 specifies \$108 million for the Banfield, \$90 million of which is Interstate Transfer, plus over \$100 million for other Interstate

Transfer projects. \$184 million will be our total Interstate Transfer request from the Administration.

As an alternate to the current funding program, the following considerations are under discussion: 1) in order to cut down money and keep the project on schedule, the funding schedule for the Banfield may need to be changed; 2) it may be necessary to fund construction of the Banfield strictly out of Interstate Transfer funds (it would be the intent to use the Section 3 funds committed previously for the Banfield to fund those projects initially planned for construction with Interstate Transfer money); and 3) a more realistic funding level is needed for other highway projects throughout the region. It was discussed that, at the last TPAC meeting, \$57 million of Interstate Transfer projects were identified as ready for construction. A bottom line figure of \$40 million will be given as a reasonable figure to be earmarked for this region. It was emphasized that, before any agreement is reached, a binding commitment is needed to assure this region that Section 3 funds will be allocated to those projects whose funds would be transferred for use on the Banfield. In FY 1980 dollars, this transfer involves \$65 million.

Bob Bothman asked for jurisdictional response as to the direction being taken. The Funding Committee of Tri-Met, under the direction of Dick Feeney, put together the proposed Funding Principles. It is extremely important that all jurisdictions are in agreement with what is being proposed to ensure communications with Washington, D.C. accurately reflect the interests of the region.

Concern was expressed by Washington County over the fact that some of the Washington County projects would perhaps not qualify for use of Section 3 funds and asked that some guarantee be made prior to the transfer of funds to the Banfield. Marty Nizlek stated that \$110 million has been allocated for Washington County projects, with \$100 million still outstanding. If there were highway improvements connected with the Westside Corridor study, they were questioning whether they could draw on Section 3 funding.

Reference was made to a 1979 Resolution by Commissioner Fisher reaffirming a Metro regional commitment to the Westside and Southern Corridor projects.

Commissioner Larry Cole related that his jurisdiction is in agreement with the concept of a transfer of Section 3 and Interstate Transfer funds but that his staff is preparing a memo expressing their concern about some details in the concept prior

to formal approval. Mr. Larry Rice was generally supportive of the process but felt that more time was needed to work out the details before facing the voters. The need for assurances that the use of Interstate Transfer funds will be replaced via Section 3 funds was emphasized. It was the consensus of the Committee that Section 3 funds be used to restore the loss of those projects transferring out Interstate Transfer funds. Bob Bothman related that 90 percent of the amount is Washington County highway improvements and transit improvements needed for their bus options.

Mr. Bonner asked that any amendments to the process be submitted within the next 30 days for discussion at the next meeting. It was emphasized that any disagreement from the local jurisdictions not reach Washington, D.C.

4. AIR QUALITY ADVISORY COMMITTEE RESOLUTION RECOMMENDING IMPLEMENTATION OF TRANSPORTATION AND STATIONARY SOURCE MEASURES

Richard Brandman presented background information regarding the Resolution submitted by the Portland Air Quality Advisory Committee, relating that air quality in the Portland region is projected to be in attainment by 1987. A chart depicting the cost-effectiveness of transportation/air quality measures was presented. The measures included: additional service provided by the TDP, additional ramp-metering on Oregon freeways, more park-and-ride lots, an annual Inspection/Maintenance program, increased bicycling, and free fare transit during off-peak hours.

Mr. Brandman related that there are a few issues to be resolved as yet, citing the court case pending in which the Natural Resources Defense Council sued EPA over raising the ozone standard at the same time the monitoring methodology was changed, and the fact that it will be necessary to await this summer's monitoring of ozone concentrations to determine whether or not it is necessary to prepare an SIP. He reminded everyone that the region is still in violation of the State standard of .08 ppm. He also related that EPA acknowledges that we will be declared in attainment of the federal standard by the end of this year if we do not have more than two ozone violations during this summer.

Mr. Brandman then introduced Dr. Bob O'Brien, a chemistry professor at Portland State University, and a member of the Air Quality Advisory Committee. Dr. O'Brien related that his committee was basically comprised of citizens and had been meeting for over two years. The Resolution recommended that the following transportation measures be implemented to the extent possible: Tri-Met's TDP, additional ramp-metering, transit fare incentives, vanpool and carpool incentives, parking management,

and bicycling.

In reviewing the recommendations of the Resolution, Professor O'Brien commented that this was a unanimous recommendation of the Committee and he asked that consideration be given to the proposals in development of the Regional Transportation Plan. He pointed out that air pollution should not be treated as a separate issue but rather an integral part of transportation planning. If the region is in attainment of the standard by the end of this summer, he asked that the Resolution and its recommendations still be taken into consideration. He added that a number of members on the Advisory Committee feel that we should adhere to the State standard.

Professor O'Brien was thanked for his presentation and for keeping JPACT abreast of the issue.

5. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
Denton Kent
JPACT Members

COMMITTEE MEETING TITLE JPACT

DATE 6/11/81 — 7:30 am

	NAME	AFFILIATION
G-	Winston Keith	Clackamas Co.
G	Rick Walker	CITY OF GRESHAM
Ma	DENNIS BUCHANAN	MULT. COUNTY
M	Robert Buchanan	CLACKAMAS COUNTY
M	AL MYERS	CITY OF GRESHAM
M	Bob Bothman	ODOT
G	Sarah Salazar	Port of Portland
G	Bebe Rucker	Multnomah Co.
G	Ted Spencer	ODOT
S	STEVE DOTTERNER	PORTLAND
M	Michael Schwab	City of Portland
M	Jim Fisher	Washington County
M	ED FERGUSON	WSDOT
M	LARRY COLE	BEAVERTON
M	Charlie Williamson	Metro
M	ERNIE BONNER	METRO
M	J FRETWING	TRI-MET
G	Steve Lockwood	Ptld Air Qual Advis Comm
S	Rick Gustafson	Metro
S	Gandy Cotugno	Metro
G	William Hall	Regional Planning Council of Clack Co
G	David Peach	WSDOT
G	Martin Wizek	Wash Co.
G	L. Rice	" "

COMMITTEE MEETING TITLE JPRCT

JPACT

DATE _____

DATE 6/11/81 - 7:30 am

NAME _____

AFFILIATION

5 Belle Pettit

Metro

S L. Kaplan

4

G Lee Hames

Tri-Met

G Paul Bay

Trimet

S Steve siegel

Metro

5 Ellen Duke

Metro

5 Reg Henwood

4

G Bab O'Brien

Professor @ PSU

\$ Andrew Cotugno

~~Petro~~

A G E N D A M A N A G E M E N T S U M M A R Y

TO: JPACT
FROM: Executive Officer
SUBJECT: Authorizing Federal Funds for a 16(b)(2) Special
Transportation Project

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which authorizes \$9,660 of Federal 16(b)(2) funds to support the purchase of one (1) 5-9 passenger stationwagon to provide special transportation services in the Metro region.
- B. POLICY IMPACT: This action is consistent with the adopted Regional Special Transportation Plan; this project is in addition to projects authorized elsewhere in the region last month.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: Section 16(b)(2) authorizes the Urban Mass Transportation Administration (UMTA) to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons. Capital investments include purchase of conventional and paratransit vehicles and other equipment associated with providing local and regional (non-intercity) transportation services to the elderly and handicapped. Apportioned 16(b)(2) funds are not available for operating expenses. Transportation Improvement Programs and their Annual Elements must be amended to include new 16(b)(2) projects.

The adopted Special Transportation Plan, in part, established plan objectives, service priorities and implementation strategies to be used in the regional evaluation of candidate 16(b)(2) applications. The Metro Council makes recommendations regarding the applications to the Oregon Department of Transportation based on these policies. North Portland Rotary, Inc. has submitted an application for the use of federal funds. The staff analysis concludes that the project is consistent with the Special Transportation Plan.

Applicant: North Portland Rotary, Inc.

Project Description: This agency operates three days a week from 9:00 a.m. to 5:00 p.m. There is no charge for this service, although clients are welcome to contribute. This service is coordinated with Tri-Met's Special Needs Transportation Program. The driver of this car assists clients, runs personal errands and provides nonpriority rides. This agency responds to short-notice ride requests if possible and if the request is not more suitable for an ambulance. This agency does not provide emergency transportation.

This project directly addresses the isolation of this neighborhood by providing escorted rides to services that senior citizens are trying to reach. The service will be provided as stated above. The intent of this grant is to replace the vehicle currently being used, a 1969 Chevy Impala, with a more suitable vehicle that is also cost-effective. The vehicle to be purchased is a stationwagon to provide rides involving more than one passenger and their possessions, i.e., laundry, grocery bags, etc. This vehicle will not be lift equipped, however, because this agency is a member of the Tri-Met Special Needs Transportation Program; therefore, wheelchair passengers have equal access elsewhere to the same services.

<u>Project Cost:</u>	UMTA 16(b)(2)	\$ 9,660
	Local (20%)	<u>2,415</u>
	Total	\$12,075

- B. ALTERNATIVES CONSIDERED: Inasmuch as these are nonduplicative services, the alternative would be to provide no special transportation services in these areas or reclaim the existing vehicle. These alternatives are not acceptable.
- C. CONCLUSION: Based on Metro staff analysis, it is recommended that the attached Resolution funding the project be approved.

BP:gl
2881B/214

FOR THE PURPOSE OF AUTHORIZING)
FEDERAL FUNDS FOR A 16(b)(2))
SPECIAL TRANSPORTATION PROJECT)

WHEREAS, The Oregon Department of Transportation (ODOT) has requested the Council to make recommendations regarding the allocation of Urban Mass Transportation Administration (UMTA) 16(b)(2) funds in the Metro region; and

WHEREAS, To comply with federal requirements the Transportation Improvement Program (TIP) must be amended to include projects recommended for UMTA 16(b)(2) funds; and

WHEREAS, The adopted Special Transportation Plan established regional policies and criteria for purposes of evaluating UMTA 16(b)(2) applications; and

WHEREAS, North Portland Rotary, Inc. has submitted a project for funding authorization involving \$9,660 in Federal 16(b)(2) funds; and

WHEREAS, The project described in Attachment A was reviewed and found consistent with federal requirements and regional policies and objectives; now, therefore,

BE IT RESOLVED,

1. That \$9,660 of Federal 16(b)(2) funds be authorized for the purchase of the special transportation vehicle.

2. That the TIP and its Annual Element be amended to reflect this authorization as set forth in the Attachment.

3. That the Metro Council finds the project to be in accordance with the region's continuing, cooperative, comprehensive planning process and, hereby, gives affirmative A-95 Review approval.

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM PORTLAND METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) North Portland Rotary, Inc.

LIMITS N/A LENGTH N/A

DESCRIPTION Purchase of one 5-9 passenger stationwagon to provide special transportation services in North Portland.

PROJECT NAME North Portland Rotary Special Transportation
ID No N/A
APPLICANT North Portland Rotary

SCHEDULE

TO ODOT _____
PE OK'D _____ EIS OK'D _____
CAT'Y _____ BID LET _____
HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT _____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL		12,075				12,075
FEDERAL		9,660				9,660
STATE						
LOCAL						
ROTARY		2,415				2,415

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ _____
CONSTRUCTION _____
RIGHT OF WAY _____
TRAFFIC CONTROL _____
ILLUMIN, SIGNS, _____
LANDSCAPING, ETC _____
STRUCTURES _____
RAILROAD CROSSINGS _____

1 Stationwagon 12,075
TOTAL \$ 12,075

LOCATION MAP

SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
FAUS (OREGON REGION) _____
FAUS (WASH REGION) _____
UMTA CAPITAL _____ UMTA OPRTG _____
INTERSTATE _____
FED AID PRIMARY _____
INTERSTATE _____
SUBSTITUTION _____
UMTA 16(b)(2) 80

NON FEDERAL

STATE _____ LOCAL 20

A G E N D A M A N A G E M E N T S U M M A R Y

TO: JPACT
FROM: Executive Officer
SUBJECT: Finding the Clackamas Town Center Area Transportation Plan Consistent with the Transportation Systems Planning Process and Amending the Transportation Improvement Program

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution which finds the Clackamas Town Center Transportation Plan, set forth in Staff Report No. 70, as being consistent with the transportation planning process and amending the Transportation Improvement Program (TIP) to include selected projects appearing in the Staff Report.
- B. POLICY IMPACT: This action will endorse projects of regional significance proposed by the Clackamas Town Center Area Transportation Plan including:
1. 82nd Avenue upgrading - Otty Road to Harmony;
 2. 82nd Avenue service road - Causey to the Town Center;
 3. An interchange on I-205 north of Sunnyside Road (alternative locations include Otty Road or Lester Road); and
 4. An exclusive transitway on new right-of-way west of I-205 and between the new I-205 interchange and the Town Center.

This action is consistent with Metro's Five Year Operational Plan.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: As part of the adopted Clackamas County Comprehensive Plan, a "design plan" to provide a framework for the intensive land use development in and around the Clackamas Town Center (CTC) has been adopted as an amendment to the Comprehensive Plan by County planning staff. One of the components of this design plan is the Clackamas Town Center Area Transportation Study - Final Report (July 9, 1980) which examines the current and projected conditions of the transportation system in the CTC vicinity and develops a series of transit and highway improvement project concepts to serve the proposed development and solve the associated travel problems.

The majority of the improvement activities outlined in the CTC Area Transportation Plan are of a localized nature and are not anticipated to impact the regional transportation system. However, several of the project concepts would affect the regional system. Metro Staff Report No. 70 (Exhibit A) reviews the findings of the Clackamas County study in light of the most recent travel projections and presents an analysis of the system impact of those projects considered to be of regional significance.

An interchange at I-205 and Otty Road or Lester Street is called for in the plan. The "Design Plan for the Town Center Area" (adopted by Clackamas County) states: "Two overpasses, at Otty Road and Lester Street, have the potential of being converted to full interchanges with minimum expense and disruption. These two alternatives should be studied in detail to determine which one will be made into a full interchange." Metro staff recommends endorsement of an interchange at one of the locations and recommends both alternatives be examined to determine environmental impacts and necessary arterial connections and thereby provide additional information on which to base final selection.

- B. ALTERNATIVES CONSIDERED: Many alternatives were reviewed and are outlined in Exhibit A. These recommended transportation improvements are essential to support the densities included in the County's comprehensive plan.
- C. CONCLUSION: Metro staff recommends adoption of the attached Resolution.

BP/gl
3513B/236

FOR THE PURPOSE OF FINDING)
THE CLACKAMAS TOWN CENTER AREA)
TRANSPORTATION PLAN CONSISTENT)
WITH THE TRANSPORTATION SYSTEMS)
PLANNING PROCESS AND AMENDING)
THE TRANSPORTATION IMPROVEMENT)
PROGRAM

WHEREAS, Clackamas County has developed a Clackamas Town Center (CTC) Area Transportation Plan; and

WHEREAS, This plan includes a series of transit and highway improvement projects to serve the CTC and solve associated travel problems; and

WHEREAS, Some of the projects in the CTC Area Transportation Plan impact the regional transportation system; and

WHEREAS, Those projects of regional significance have undergone Metro systems analysis and are enumerated in Staff Report No. 70 (Exhibit A), attached hereto; and

WHEREAS, Funding for these projects will be provided by developers in the area; and

WHEREAS, The transportation planning process requires Metro review and approval of regionally significant projects, federally funded or not; now, therefore,

BE IT RESOLVED,

1. That the Metro Council finds the following projects from Exhibit A to be consistent with the transportation planning process and are approved in concept:

- a. 82nd Avenue upgrading - Otty Road to Harmony;
- b. 82nd Avenue service road - Causey to the Town Center;
- c. An interchange on I-205 north of Sunnyside Road at either Otty Road or Lester Street; and
- d. An exclusive transitway on new right-of-way west of I-205 and between the new interchange and the Town Center.

2. That Metro approval of an interchange on I-205 north of Sunnyside is predicated on further environmental analyses of the Otty Road and Lester Street overpasses and associated arterial connections.

3. That the Transportation Improvement Program be amended to reflect the estimates for the above projects as set forth in Exhibit A.

4. That the Metro Council finds the noted projects to be in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

BP/gl

3514B/236

A G E N D A M A N A G E M E N T S U M M A R Y

TO: JPACT
FROM: Executive Officer
SUBJECT: Amending the FY 1981 Transportation Improvement Program to Authorize Use by Tri-Met of Federal Aid Urban (FAU) Funds for the Clackamas Town Center Project in Exchange for Interstate Transfer Funds and Authorizing the Transfer of FAU Funds from FHWA to UMTA.

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend adoption of the attached Resolution amending the Transportation Improvement Program (TIP) to reflect a transfer of Federal Aid Urban (FAU) funds from the Boones Ferry project to the Clackamas Town Center (CTC) project and, in compensation, a transfer of Interstate Transfer funds from the CTC project to the Boones Ferry project.
- B. POLICY IMPACT: This action will authorize the use of Federal Aid Highway (FHWA) funds on a non-highway transit project. It will act as the vehicle by which FHWA funds will be passed through to the Urban Mass Transportation Administration (UMTA) for project execution. There is no policy impact on either of the projects involved since both are already in the TIP. This action is consistent with Metro's Five Year Operational Plan.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: Tri-Met has recently received an UMTA Section 5 grant approval in the amount of \$350,000 (\$280,000 federal) to be applied to the Clackamas Town Center Transit Center and park and ride. These funds will be used and supplemented with those available to Tri-Met for this project under the Interstate Transfer Program ((e)(4)).

The approximate bid price for completion of the project (project can be implemented this fiscal year) calls for:

- 1. Transit Center - Construction including layover facilities for 12 buses, 8 loading bays, covered structure, passenger island, illumination, kiosk, crosswalks and other passenger amenities.

Total: \$159,000 (\$127,200 Federal)

- 2. Park and Ride with Access Road - Construction for 393 vehicles, covered passenger waiting area

and access road to park and ride.

Total: \$412,000 (\$347,280 Federal)

Two problems exist with respect to the funding for the project:

- the combined funding (Section 5 and (e)(4)) is insufficient to carry out the design as committed; and
- (e)(4) funds are not available this fiscal year because of federal funding limitations and lack of obligational authority.

Metro, Tri-Met and Lake Oswego have formulated a plan-of-action to implement the project utilizing funding readily available--namely FAU funds. The action plan, upon formal agreement by the participants, will provide for carrying out the following steps:

1. Tri-Met will transfer the (e)(4) balance in its CTC project of \$146,081 to Boones Ferry and will transfer \$48,399 from the Milwaukie Transit Center also to the Boones Ferry project. The Milwaukie Transit Center is a logical funding source inasmuch as the Section 5 grant included funding for right-of-way acquisition for Milwaukie and, therefore, provides residual (e)(4) funding that would have been used for that purpose.

Total (e)(4) funds transferred to Boones Ferry Road: \$194,480

2. Lake Oswego--will transfer \$194,480 (FAU funds) from its Boones Ferry Road project to the CTC project. These FAU funds are available because this project will not be using them in FY 1981.

Total FAU funds transferred to CTC: \$194,480

Each of the above actions will require formal acceptance by Tri-Met and Lake Oswego.

- B. ALTERNATIVES CONSIDERED: The bid price of \$571,000 is considered to be firm at this time by Tri-Met. In order to capitalize on this price and the Section 5 grant funds, it requires implementation in FY 1981. The project cannot be broken into smaller funding segments to accommodate the grant amount and carry out the committed design.
- C. CONCLUSION: Based on Metro fiscal analysis, it is recommended that the attached Resolution be approved.

FOR THE PURPOSE OF AMENDING THE)
FY 1981 TRANSPORTATION IMPROVE-)
MENT PROGRAM TO AUTHORIZE USE)
BY TRI-MET OF FEDERAL AID URBAN)
FUNDS FOR THE CLACKAMAS TOWN)
CENTER PROJECT IN EXCHANGE FOR)
INTERSTATE TRANSFER FUNDS AND)
AUTHORIZING THE TRANSFER OF FAU)
FUNDS FROM FHWA TO UMTA)

WHEREAS, The Metro Council adopted Resolution No. 80-132, which among others, allocated Interstate Transfer ((e)(4)) funds to the Clackamas Town Center (CTC); and

WHEREAS, Tri-Met has recently received Urban Mass Transportation Administration (UMTA) Section 5 grant approval for partial funding of the CTC and an adjacent park and ride; and

WHEREAS, The project is ready for implementation in FY 1981; and

WHEREAS, The combined funding (Section 5 and (e)(4)) is insufficient to carry out the committed design; and

WHEREAS, Additional (e)(4) funding in FY 1981 is not forthcoming because of federal limitations and lack of obligational authority; and

WHEREAS, A plan has been developed to implement the project in FY 1981 utilizing readily available Federal Aid Urban (FAU) funds in combination with the Section 5 funds; and

WHEREAS, This plan calls for a transfer of FAU funds allocated to the Boones Ferry project in exchange for (e)(4) funds allocated to the Clackamas Town Center and Milwaukie Transit Center projects; now, therefore,

BE IT RESOLVED,

1. That the Metro Council approves the transfer of (e)(4) funds in the amount of \$146,081 and \$48,399 from the Clackamas Town Center and Milwaukie Transit Center, respectively, to the Boones Ferry Road project.
2. That the Metro Council approves the transfer of FAU funds in the amount of \$194,480 from the Boones Ferry Road project to the CTC project in exchange for the (e)(4) funds noted above.
3. That these authorizations are predicated on formal agreements being enacted by the affected jurisdictions.
4. That the TIP and its Annual Element be amended to reflect these authorizations.
5. That the Federal Highway Administration (FHWA) and UMTA be notified that the FAU funds will be passed through to UMTA for project execution.
6. That the Metro Council finds the projects to be in accordance with the region's continuing, cooperative, comprehensive planning process and, hereby, gives affirmative A-95 Review approval.

BP/srb

3566B/236

06/25/81



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

June 19, 1981

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Jack Deines
PRESIDING OFFICER
DISTRICT 5

Betty Schedeen
DEPUTY PRESIDING
OFFICER
DISTRICT 7

Bob Oleson
DISTRICT 1

Charlie Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Bruce Etlinger
DISTRICT 10

Marge Kafoury
DISTRICT 11

Mike Burton
DISTRICT 12

The Honorable Mark Hatfield
U.S. Senate
463 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Hatfield:

On June 11, 1981, Metro's Joint Policy Advisory Committee on Transportation (JPACT) approved project priorities for use of the supplemental FY 81 Interstate Transfer funding appropriated by Congress.

As you are aware, this region was faced with severe delays to high priority projects when the U.S. Department of Transportation awarded only \$21 million for highway construction of a proposed \$60.5 million program. The supplemental appropriation will allow an additional six to eight high priority projects to be constructed and greatly reduce the competition for scarce funds in FY 82.

We recognize that you were instrumental in obtaining the supplemental funds and adopted a Resolution expressing our appreciation. We look forward to continued support as we work together to solve our funding problems in the future.

Sincerely,

Charlie Williamson
Metro Councilor, District 2
Chairman, Joint Policy Advisory
Committee on Transportation

CW:AC:lmk

Enclosure



METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

June 19, 1981

Rick Gustafson
EXECUTIVE OFFICER

Metro Council
Jack Deines
PRESIDING OFFICER
DISTRICT 5

Betty Schedeen
DEPUTY PRESIDING
OFFICER
DISTRICT 7

Bob Oleson
DISTRICT 1

Charlie Williamson
DISTRICT 2

Craig Berkman
DISTRICT 3

Corky Kirkpatrick
DISTRICT 4

Jane Rhodes
DISTRICT 6

Ernie Bonner
DISTRICT 8

Cindy Banzer
DISTRICT 9

Bruce Etlinger
DISTRICT 10

Marge Kafoury
DISTRICT 11

Mike Burton
DISTRICT 12

The Honorable Les AuCoin
U.S. Congress
2446 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman AuCoin:

On June 11, 1981, Metro's Joint Policy Advisory Committee on Transportation (JPACT) approved project priorities for use of the supplemental FY 81 Interstate Transfer funding appropriated by Congress.

As you are aware, this region was faced with severe delays to high priority projects when the U.S. Department of Transportation awarded only \$21 million for highway construction of a proposed \$60.5 million program. The supplemental appropriation will allow an additional six to eight high priority projects to be constructed and greatly reduce the competition for scarce funds in FY 82.

We recognize that you were instrumental in obtaining the supplemental funds and adopted a Resolution expressing our appreciation. We look forward to continued support as we work together to solve our funding problems in the future.

Sincerely,

Charlie Williamson
Metro Councilor, District 2
Chairman, Joint Policy Advisory
Committee on Transportation

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RESOLUTION

WHEREAS, The Portland metropolitan area withdrew the Mt. Hood and I-505 freeways and received a commitment from the Federal Government for an equivalent level of funding for substitute transportation projects; and

WHEREAS, The Interstate Transfer funding commitment is currently estimated at \$487 million of which \$373 million remains to be received; and

WHEREAS, Metro identified the need for \$60 million for Fiscal Year 1981 Interstate Transfer funded highway construction; and

WHEREAS, In January, Metro was notified of the availability of \$21 million thereby causing severe delays for high priority projects; and

WHEREAS, In June, the U.S. Congress adopted the FY 81 Supplemental Appropriation including \$15 million of supplemental Interstate Transfer funding for Oregon (Salem and Portland); and

WHEREAS, the Supplemental Appropriation is a direct result of extensive efforts by Senator Mark Hatfield and Congressman Les AuCoin; and

WHEREAS, Said Supplemental Appropriation has permitted funding of transportation projects vital to the orderly economic development of the region including funding for the following projects:

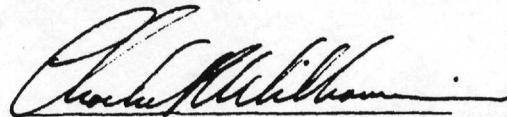
Basin-Going Interchange	\$1.689 million
221st/223rd	\$2.275 million
158th and 185th	\$3.350 million
14th/16th Couplet	\$0.650 million
Oswego Creek Bridge	\$2.415 million
Burnside/Tichner	\$0.265 million
217/72nd Avenue Interchg.	\$0.200 million

now, therefore,

BE IT RESOLVED,

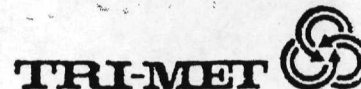
That the Metro Joint Policy Advisory Committee on Transportation expresses its sincere appreciation to the Honorable Mark Hatfield and the Honorable Les AuCoin for their efforts on behalf of the metropolitan region and the affected local jurisdictions.

ADOPTED by the Joint Policy Advisory Committee on Transportation this 11th day of June, 1981.


Chairman

CW:ACC:lmk

Inter-Office Memorandum



Date: June 24, 1981
To: Phill Colombo
From: Dick Feeney *df*
Subject: Action by House Representatives Subcommittee on
Transportation of Committee on Appropriations

Amounts appropriated:

FL 34.5
MEM 14.5
\$18.1 million in Section 3 transit monies for Banfield Transitway.
\$31.4 million in Interstate Transfer Transit Funds.
\$49.0 million Interstate Transfer Highway Funds.
\$98.5 million total.

Language and Committee Report:

"Portland was one of four cities entitled to obligation authority for the Interstate Transfer Program prior to rescission of this authority in the 1980 Appropriations Bill. The committee reaffirms what it said at that time, to-wit:

"In making this rescission it does not intend to disturb any existing commitment for the total amount of funding these areas are eligible to receive."

* * * * *

"The committee is aware of the gravity of the transportation problems in the Portland Metropolitan Area and the complexity of the financial and political arrangements necessary for their solution, involving substantial state and local participation in funding a number of small projects, in addition to the Banfield Transit Project. The committee expects that as much of the Banfield as possible will be funded with Interstate Transfer Transit Funds in order to take advantage of cash flow demand payments out of the federal share thus reducing outlays in fiscal 1982. The committee also directs the Urban Mass Transportation Administration to provide Tri-Met in Portland with a full funding contract as expeditiously as possible, to avoid costly delays and as stated in the Letter of Intent sent to Tri-Met on December 22, 1980, with Section 3 funding provided in the bill pursuant to that Letter of Intent and the cooperation of Oregon in reducing its near-term expectations, the committee expects and intends to be able to complete the Banfield Project on schedule."

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Joint Policy Advisory Committee on Transportation
FROM: Executive Officer
SUBJECT: Amending the Interim Transportation Plan (ITP), The Functional Classification System, and the Federal Aid Urban System (FAUS)

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Recommend Council adoption of the attached Resolution amending the ITP and classifying selected local streets and designating federal aid route numbers consistent with their use as a transit trunk route.
- B. POLICY IMPACT: This action will change the functional classification and federal aid designation of certain streets in the city of Milwaukie as requested by the City and the Oregon Department of Transportation (ODOT).

This action adds the following local streets as collectors:

1. Washington Street - from Highway 99E to Oak Street.
2. Oak Street - from Washington Street to Monroe Street.
3. 37th Street - from Railroad Avenue to Monroe Street.

This action removes from the functional classification and federal aid urban systems the segment of Railroad Avenue between 37th Street and Monroe Street.

This action is consistent with Metro's Five Year Operational Plan.

- C. BUDGET IMPACT: None.

II. ANALYSIS:

- A. BACKGROUND: Tri-Met's Transit Development Program and Metro's McLoughlin Blvd. Improvement Strategy includes plans for a bus trunk route between Milwaukie and the Town Center, as well as development of major transit centers at the Town Center and in downtown Milwaukie. The proposed trunk route will proceed from the Clackamas Town Center via Railroad/Harmony to 37th; northerly on 37th Street to Monroe; Monroe to Oak; Oak to Washington; and Washington to the Milwaukie Transit Center.

None of the above streets, except for Railroad/Harmony and Monroe, are functionally classified or designated. As a

consequence, a project improvement specifying these streets would not be eligible for federal funds.

Using Interstate Transfer funds allocated in January 1981 by Metro to an improvement to Railroad/Harmony, an application for funding preliminary engineering for the upgrading of the trunk route has been submitted to ODOT. To ensure eligibility of this priority project for federal funds in FY 82, it is necessary that the noted streets be functionally classified and federally designated (Exhibit "A").

- B. ALTERNATIVES CONSIDERED: Retain the existing classifications. This would be inconsistent with the proposed transit flow pattern and make those streets with heavy vehicle use ineligible for federal funding.
- C. CONCLUSION: Staff recommends adoption of the attached Resolution based on the functions proposed for the noted streets.

BP/gl
3614B/252
7/1/81

FOR THE PURPOSE OF AMENDING THE)
INTERIM TRANSPORTATION PLAN (ITP))
THE FUNCTIONAL CLASSIFICATION)
SYSTEM, AND THE FEDERAL AID)
URBAN SYSTEM (FAUS))

WHEREAS, The city of Milwaukie and the Oregon Department of Transportation (ODOT) have requested that certain streets in the city of Milwaukie be functionally classified and federally designated; and

WHEREAS, These requested changes have been brought about by the proposed transit trunk route between the Clackamas Town Center and the city of Milwaukie; and

WHEREAS, To be eligible for federal funds, streets undergoing roadway improvements must be functionally classified and federally designated; and

WHEREAS, The Railroad Avenue/Harmony Road transit trunk route would operate on certain streets not so classified or designated; and

WHEREAS, Staff analysis indicates that the proposed changes are consistent with the functions to be served by the trunk route; now, therefore,

BE IT RESOLVED,

1. That the Metro Council amend the ITP to incorporate Exhibit "A."

2. That the Metro Council amend the functional classification system to:

- a. Add Washington Street from Highway 99E to Oak Street as a collector;
- b. Add Oak Street from Washington Street to Monroe Street as a collector;
- c. Add 37th Street from Railroad Avenue to Monroe

- Street as a collector;
- d. Remove from the system the segment of Railroad Avenue between 37th Street and Monroe Street.

3. That federal aid route numbers be assigned in accordance with Exhibit "A."

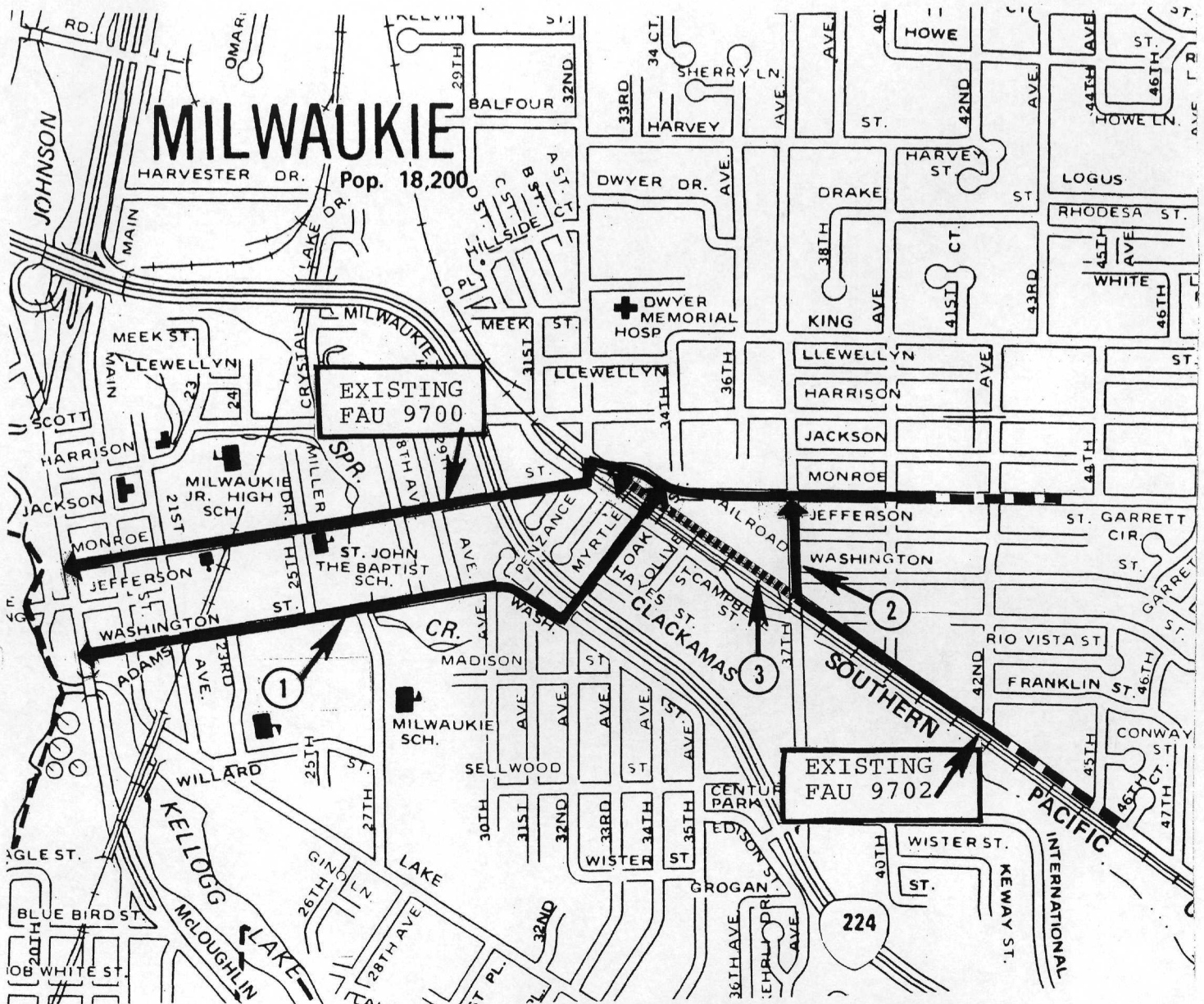
4. That Metro staff coordinate the amendments with ODOT.

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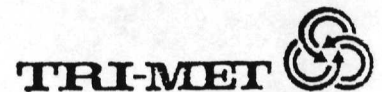
EXHIBIT A



CHANGES:

1. Add Washington Street from Highway 99E to Oak Street and Oak Street from Washington Street to Monroe Street as collectors;
2. Add 37th Street from Railroad Avenue to Monroe Street as a collector; and
3. Remove from the system the segment of Railroad Avenue between 37th Street and Monroe Street.

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